

VERY GOOD TIMES ON THE PENINSULA

Newport News Getting
on More Legs Than One.
New Developments.

SMALL BOAT HAVEN TO COME VERY SOON

New Industries Are Looming
Up—Williamsburg the Ancient
Getting Its Twentieth Century
Clothes On—Knitting
Mills Right on Their
Best Feet.

BY FRANK S. WOODSON.
The Virginia Peninsula is a great country. The little strip of land lying between the York and the James Rivers has always been rich. John Smith found it rich when he hit these shores more than 300 years ago. Some of the people who followed him worked a little too hard in their efforts to make great fortunes, and they did make great fortunes, and the time came when folks said the land was worn out. The statement was believed for a long time, for too long a time. The twentieth century people who are occupying the land have about reached the conclusion that it is not worn out. It may have been hurt a little by bad management, but that hurt can be overcome, and is being overcome as the wonderful crops I have seen the past week on those lands abundantly prove. But it is not of the farm land that I wish to speak just now. I will talk about them later on. Two Peninsula towns loom up on my note book.

Newport News Looks For Other Legs.
Newport News, the shipbuilding town, has been prominent for several years on the Virginia map. It is a wonderful town, one that has been talked about and written about as much that everybody ought to know all about it. However, Newport News has had one trouble that possibly everybody has not known about, and that is that for too long a time it has, industrially speaking, stood upon one leg, one industrial leg. I mean that leg is a good one, the shipbuilding industry, an industry that distributes an immense amount of money every week in the year. It is a great industry that brings money to Virginia from the outside and pays it out in great sums at home. But Newport News needs more industries, and the Chamber of Commerce and other wide awake organizations, including the banks and real estate agencies, have waked up to a realization of that fact, and all of these powerful influences, with the help of the shipyard industry and the banks and all of the people are bringing things to pass.

Little Harbor Behind the Big One.
The water front on Hampton Roads and at the mouth of James River affords all of the facilities Newport News may need in a big way, and that immense water front is good for ship yards, for big vessels and all that kind of thing, but what the town has been needing for many years, in fact ever since it became a town, was a safe harbor for small craft, so that it could do a business with all of the farming and trucking interests that lie about its neighborhood. The town's harbor is all right and ships come into it from all parts of the world. Its little harbor for the entertainment of small craft, has been in the vocative. The Chamber of Commerce has been for several years working for the little harbor, and at last that work is about to materialize into something tangible. The bills that have passed the legislature are necessary for the building of a small boat harbor, and it is now up to the people to do the rest.

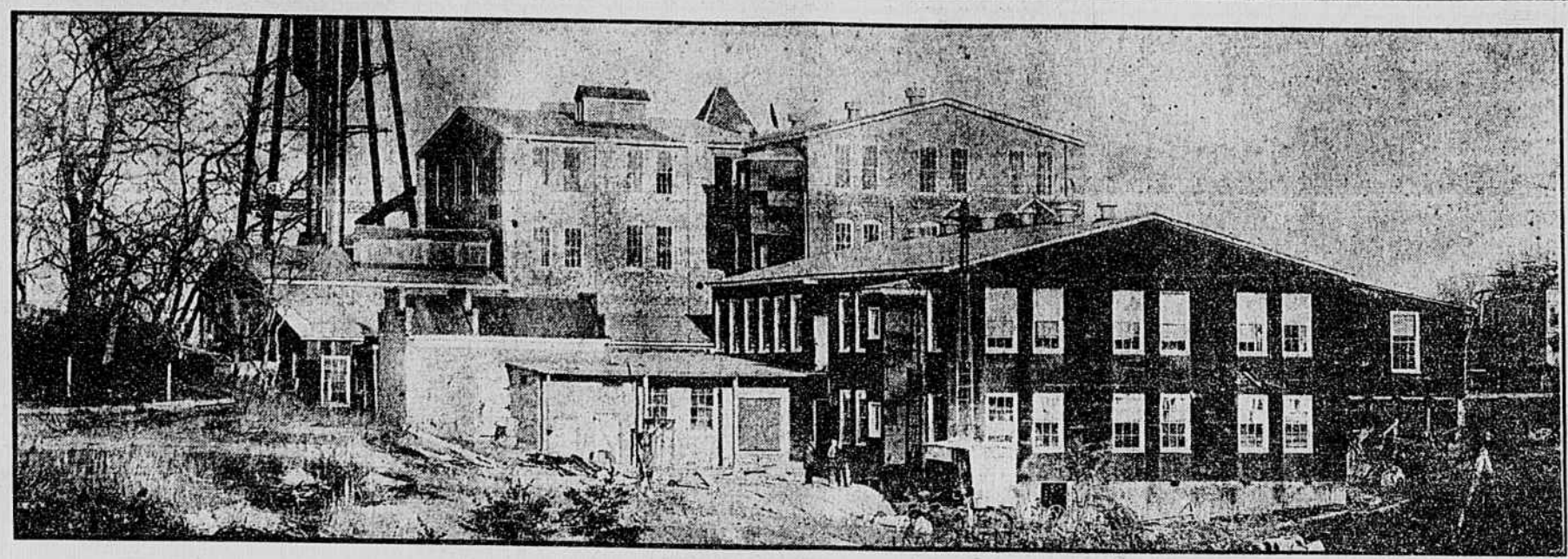
Newport News Creek is an Inlet
from Hampton Roads. It pulls up into the town over some swamps and other bad lands, and when the tide is low it affords very little water. With the expenditure of a few thousand dollars this creek can be made navigable for small craft of all kinds that will not draw over ten or a fifteen feet of water, and then that small craft get into the creek they are safe from all of the Hampton Roads storms, and they are within 200 feet of the deep water channel.

Great Little Harbor.
The Chamber of Commerce has planned for the development of Newport News Creek, and the plan takes in the making of a harbor and the establishment thereon of various sundry industries, and a long pier that will reach out to the very deep water channel. It is proposed for the city to issue \$250,000 of bonds to make the harbor, and an election will be held to decide this matter. It is estimated that with \$250,000 the city can buy all of the swamp lands on the creek, deepen the water to sufficient depth, erect piers and docks, make railway tracks, set aside sites for new industries, and in a general way make Newport News the final shipbuilding point on tons of vegetables and other products of the rich trucking lands of Warwick, Norfolk and other counties that are close to Newport News.

Place for New Industries.
Better still, this harbor is expected to be lined with industrial plants, because here they will have railway and sea transportation. Already Secretary Cottrill, of the Chamber of Commerce, has booked five new industries to take sites on the new water front. These new industries are the things that Newport News wants and here they will be, for, as stated in the opening of these few remarks, the whole trouble with Newport News has heretofore been that it stands too much upon one leg. The making of this small boat or "in bank" harbor will give the good town all of the diversified industries it needs to make it one of the greatest industrial centers of Virginia.

I do not think there will be any trou-

WILLIAMSBURG'S BIG FACTORY



General view of knitting mill.

VIEWS AND NEAR VIEWS; HINTS AND SUGGESTIONS

Richmond Man Talks About West Point--School Teachers on the Borrow--How to Tax Lands. Women Workers in Demand--Ships that Sail--Greatest of Hay Crops. Various Hints.

BY FRANK S. WOODSON,
Industrial Editor.

This column is open to contributors who have something to say of a suggestive nature, and who are willing to make hints and suggestions looking to the better development of the good old States of Virginia, West Virginia and North Carolina, and who can hold their suggestions down in any one issue to from 150 to 200 words. Such communications, addressed to the Industrial Editor, will receive prompt attention.

As to West Point.
A Richmond man, one who is in close touch with Richmond's financial and business interests, but one who is modest and hates to see his name in print, sends the Industrial Editor the words below. While he goes beyond the limit as to words and sentences as required at the head of this column, I guess I will have to give him the space required. He letter, addressed to the editor, is as follows:

It is interesting to note the late comments and suggestions for improvement of Richmond's water facilities since the new Port Richmond idea was advanced by the Industrial Editor of The Times-Dispatch.

The editorial in a late issue of the News Leader was especially interesting and rather amusing in its efforts to grasp an arm of the sea and make it of the James River. The mention of a ship canal from West Point to Richmond was wholly irrelevant to the discussion of the real idea of making the York River serve Richmond.

If Richmond believes she must bring the water inside her corporate limits in order to become a port she is not as broad in her vision of future greatness as she ought to be. Instead of wasting her energies in an endeavor to bring the sea to her, let her rather stretch out her hand and grasp an arm of the sea and make it her own, making it serve her purpose, according to the original suggestion of the Industrial Editor.

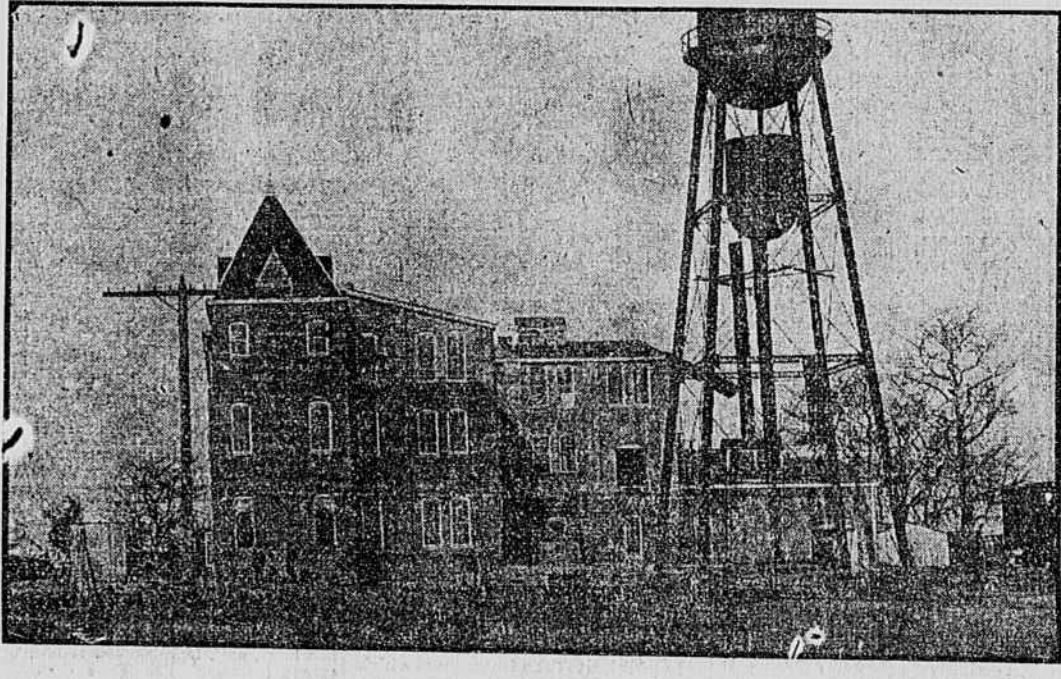
Within five years the city of New York will have millions invested in terminal property along the shores of Long Island, over 100 miles from the city itself. Los Angeles, over fifty miles from the sea, uses the port of San Pedro with all the benefits to herself that she would have if the deep water came within her city limits.

Richmond would not allow a matter of thirty-eight miles of railway to keep her an inland city, nor will she foolishly waste her own and Uncle Sam's money in an endeavor to accomplish the subjection of the James River.

"Excellent port," the News Leader says, and in the same breath announces that the contractors for the government have about finished the turning basin. How many ships will that turning basin hold? If the whole James River for five miles around Richmond were full of turning basins there would not be room for one-half of the ships that used to handle cotton out of West Point.

Why is it that Richmond should be blind to the immense advantages she could gain by utilizing West Point as a harbor? It is without blindness, for half day spent in investigation will satisfy the most skeptical, that harbor facilities already exist at West Point, such as could not be duplicated by work on the James River at Richmond nor if the Rivers and Harbors Committee would appropriate \$20,000,000.

Richmond should profit by the experience of all the great seaport cities of the country and not allow the railroad and steamship companies to get control of all the water fronts. A terminal company should be formed right here in Richmond with Richmond capital, and railway tracks laid to terminal docks at West Point. These tracks could be leased to all the roads entering Richmond. Ships from all ports of the world would land their cargoes at New Port Richmond, and from Richmond they would be distributed throughout the interior of the country to greater advantage than from any other point. Look at a map of the United States and see if this is not reasonable. A ship will enter the capes and pass up the York River and dock at West Point within two hours of the time she can dock at



Side view and office.

GOOD WORK DOWN IN JAMES CITY CO.

Small in Area, but Great in
Many Things That
Are Good.

A LEADER IN EDUCATION

Big Money Goes for Public
Schools—Twentieth Century
Farming—Good Roads.

I was down in James City county the past week, and from observations and from information received I can safely say that in no county in the State has there been more improvement in the past two or three years. This improvement has been along all lines, but especially in agriculture. James City county is one of the very small counties of the state, there being in it, including the ancient town of Williamsburg, only 6,338 population. The lands are those that were supposed to have been run down and made poor by the methods of farming that prevailed in the olden times, but those old so-called worn out lands have come to life, and the crops of corn, hay, potatoes, oats and various kinds of vegetables that are now being made upon them are enormous and the farmers are making money.

Many of the large plantations have been cut up into small farms, and intensive farming has become the rule. Many of these small farms have fallen into the hands of newcomers—Western people, Swedes, Danes, Norwegians and Germans—and they are all intensive farmers and have been an inspiration to the natives. A large majority of whom have also become intensive farmers.

Coming Great Hay Crops.
E. M. Slauen, the farm demonstrator for the county, operating under State Chief Demonstrator Sandy, is now having no trouble teaching the advantages of rotation of crops, improvement of lands, the cultivation of grasses and other twentieth century methods of agriculture. The hay crops have been large this year, and the people are getting enthusiastic about alfalfa, which grows luxuriantly in the county. Mr. Slauen says the people have become so encouraged and have been made so enthusiastic over their alfalfa crops this year he is quite sure that more than four hundred acres of that superior hay will be grown and cut next year.

Stock raising and dairy farming have also become great and coming industries in the county, but of this I want to speak in detail at a future date, as soon as I shall have the opportunity to investigate for myself certain dairy farms in James City and the adjoining county of Warwick.

Then I will be able to tell of what I have seen and not just that of which I myself have been told.

Leader in Popular Education.
There is no county in the State that

PACKING HOUSES MAY COME SOUTH

Causes That Made Dixie Backward
in This Industry No
Longer Exist.

Figures taken from the government's official reports by the Manufacturers' Record, the output of the wholesale slaughtering and meat-packing establishments in the United States in 1909, including many by-products, had a value of \$1,370,568,191, of which \$157,135,452 represented the output in the South.

The figures given by States for the year named show that the value of the output of Virginia's packing houses was \$1,600,000. The Record undertakes to explain why the South has been backward in this industry, and why it may no longer be so, but may go forward and do great things in this line. It says:

Until recent years the South, or rather the larger portion of the South, was hampered as to the meat-packing industry by its inability to obtain sufficient ice and because of its habit, not confined to that particular industry, of sending away much of its raw material for manufacturing in other parts of the country. But there has come about a tremendous movement of full utilization of the raw material of the South. Refrigeration, artificial ice plants, and cold storage plants, either as independent undertakings or as adjuncts to electric plants, and this movement will become even greater if suggestions be carried out looking to the full utilization of the raw material of the South. Refrigeration, artificial ice plants, and cold storage plants, either as independent undertakings or as adjuncts to electric plants, and this movement will become even greater if suggestions be carried out looking to the full utilization of the raw material of the South. Refrigeration, artificial ice plants, and cold storage plants, either as independent undertakings or as adjuncts to electric plants, and this movement will become even greater if suggestions be carried out looking to the full utilization of the raw material of the South.

SOUTH'S LABORER IN IRON AND STEEL

Facts and Figures Obtained From
Governmental Investi-
gation.

COMPARISON OF CONDITIONS

Wages Vary Little, but Living
Cheaper in South Than
in West.

BY W. J. LAUCK.

The general results of the study of earnings and working conditions by the Federal government, which have created such general comment, included within its scope Southern iron and steel manufacturing establishments. The Birmingham district, as may be expected, received the greatest emphasis. Information is published, however, relative to the employees of blast furnaces in Virginia and in Tennessee, steel mills and furnaces in Maryland, Kentucky, West Virginia and Georgia were also investigated. The net result is a representative showing of Southern conditions as contrasted with other iron and steel producing localities.

The highest rates of pay in the South of 26 cents per hour are paid to workmen in puddling mills. This is the same compensation that obtains in similar occupations at Pittsburgh or New York. The lowest average rate of pay in the blast furnaces, where almost all of the employees are skilled and where the average rate is 14 cents per hour. In the open-hearth furnaces the average rate paid the southern workmen is 15 cents per hour, and in blooming and hot mill 21 cents. Seven out of every ten of the Southern workmen average less than 18 cents per hour. Only one in seven has an average hourly earnings of 25 cents or more.

The figures proportion of the highly paid employees in the open-hearth furnaces, blooming and hot mill, and in power and mechanical departments.

Hours of Work.
Except in the puddling and hot mill, the average day's work in the South was longer than 16 hours. In those two departments the Southern mills showed shorter hours than any of those in any other section of the country. The average customary weekly hours of Southern employees in other departments are as follows:

Average Weekly Hours.
Blast Furnaces, 17.5;
Bessemer Converters, 16.5;
Open-hearth Furnaces, 17;
Puddling Mills, 17;
Hot Mill, 17;
Power, 17;
Mechanical, 17.

Almost one-half, or 47 per cent, of the iron and steel workers in the Southern States customarily work 72 hours or longer each week. The proportion of employees in the Pittsburgh district working the same number of hours was about the same and in the Middle West slightly greater than in the South. Only 35 per cent of the Southern employees, as a rule, had longer than 56 hours of work each week.

REAL ESTATE AND BUILDING NEWS

Dullness as to Sales, but
Great Activity as to
Rental Propositions.

WEST END SALES; DOWNTOWN DOINGS

Many Sales That Were Made.
Suburban Men Say Business Is
Good—Home-Makers on the
Lookout—Rental Agents
Are Kept Very
Busy.

The real estate business for the past week has been a kind of seven and six proposition. Some of the agents have gone to the seven mark, and a large majority of them have fallen a little below the six mark. The simple fact is that as a general proposition the real estate business, so far as sales have been concerned, has been mighty dull. There have been but few large sales. There are all kinds of large deals being hung on the strings, but the string is a very stringy kind of a thing. It can stretch to all points of the compass. There may be on it prospective deals all the way from Glinter Park to the extreme east of the part of Richmond, and from the Battle Abbey anywhere to Fulton, but at the same time there may be but few real deals. I can get up a whole lot of dope between these terminals, but actual facts are a little shy.

The agents tell me that stress upon the rental business, and they are enthusiastic. They tell me that they are more than busy arranging rental propositions. One of the oldest real estate agents in the city told me yesterday that he had never known a time in his twenty years of experience when there was greater demand for houses on the part of renters. A dozen others indorsed this view. The renters are undoubtedly very busy.

Some Sales.
As to sales, all of the agents agree that there has been not a lick of dullness. They tell me that most of the property owners have been too busy paying taxes to worry about sales the past week. However, some good sales have been made.

Pollard & Bagby sold to R. Francis one the good property, 8 West Broad Street, for \$50,000, and this seems to have been the big sale of the week. The house is a three-story business site and was bought as an investment.

Richeson & Crutcher report sales amounting to about \$20,000. Glendon & Nuckols tell of sales that footed off about \$20,000. Green & Redd sold city realty and farm lands that amounted to about \$60,000. This firm did a good business in the West End in property that surrounds the Catholic Girls' School, on Stuart Avenue. It is understood that the foundation of the Catholic Girls' School was laid last week and that the building will be soon erected on Stuart Avenue, and will be an ornament to the part of the city. Green & Redd have sold not less than a dozen home lots to people who wish to make homes convenient thereto.

W. M. Miller & Co. report sales amounting to \$36,000, mostly in the West End. Ames & Pindexter tell of sales that footed off \$38,000. They were largely in the West End and on West Broad Street.

In the Suburbs.
In the suburbs there was good business. Herbert Funsten says the beautiful suburb of Glinter Park has just closed a very active week, both in building line and in the sale of its lots. Among the purchasers of lots last week were O. C. Peers and Basil Webster Cooke, both of whom bought on Brook Avenue, a large lot, and also on Valley Cauthorne and A. B. Booth bought a Seminary, near Maplewood Avenue, and will start attractive residences there within the next few months. C. W. Eaton has started the construction of his home on the corner of Rennie and Brook Avenues.

There is also other considerable improvement now going on in Glinter Park. With about sixteen or eighteen houses under construction, the work progressing favorably at the pumping plant, and a large force of workmen engaged in the completion of additional streets and sewers, an air of great development and activity pervades that section. Considerable attention has been attracted to the new addition to the park, where about forty lots are being subdivided with all the conveniences. Home-buyers seem to be much interested in this annex, and already quite a number of homes have been planned for it.

SUCCESSFUL CREAMERY.
Farmville Has Set the Pace—How Promoted Creamery Was Made to Pay.

Farmville, Va., June 15.—The Farmville Creamery is perhaps the most successful enterprise of the kind in the Valley section. This creamery was originally one of the kind that was started by a professional creamery promoter, and it was at first supposed that, like many others of its kind, it would fail. But it has not. It has been a success from the start. It has made a profit to its stockholders, and at the same time made several stock farms in the section paying for themselves. The coming of the creamery here has inspired farmers heretofore to grow more grass and feed more stock. The creamery has made it possible for them to do so. It has made it possible for them to do so. It has made it possible for them to do so.

Table Damask Mill.
Farmville, N. C., June 15.—The Princeton Cotton Mill has been organized here with \$500,000 capital and the following officers: President, M. L. Jackson; Vice-President, T. H. Marsh; Secretary-Treasurer, T. H. Marsh. This company has plans to erect a 50,000-foot brick building and install 200 spindles and 40,000 spindles, driven by electricity, for manufacturing fine grade table damask.

New Depot for Martinsville.
Martinsville, Va., June 15.—Theodore Parker, superintendent of the Danville and Western Railroad, has close of the street with H. A. Osborne & Son, of Danville, to build a new \$100,000 depot here. The building will be 200 feet long with a one-story freight shed 100 feet long. This road has long needed a new passenger and freight depot.